

AMENDMENTS TO THE CLAIMS

Please amend claims 3, 4, 7, 9, and 12, to read as follows:

1. (Original) A pneumatic tire having a tread surface having a direction of rotation of the tire which is specified in one direction, the tread surface having a center region which includes at least one first circumferential groove extending in a circumferential direction of the tire on one side of a centerline of the tire, first lateral grooves which extend outwardly in a widthwise direction of the tire from the first circumferential groove so as to incline towards a direction of reverse rotation of the tire being disposed at predetermined intervals in the tire circumferential direction, blocks which have obtuse-angled corner portions and acute-angled corner portions being defined by the first circumferential groove and the first lateral grooves,

wherein groove wall surfaces located on both sides of the obtuse-angled corner portion of each of the blocks facing to the first circumferential groove are inclined such that the inclination angles thereof are gradually greater towards the obtuse-angled corner portion and are maximum at the obtuse-angled corner portion.

2. (Original) A pneumatic tire according to claim 1, wherein the inclination angles of parts of the groove wall surfaces in the obtuse-angled corner portion where the inclination angles are maximum are 10 to 40 degrees.

3. (Currently amended) A pneumatic tire according to claim 1 ~~or~~ 2, wherein the obtuse-angled corner portion where the inclination angles are maximum has a groove wall edge section which chamfered in the form of a circular arc in cross section.

4. (Currently amended) A pneumatic tire according to claim 1, ~~2 or 3~~, wherein the at least one first circumferential grooves comprises two first circumferential grooves, each first circumferential groove being provided on each side of the tire centerline, a second circumferential groove which extends in the tire circumferential direction being disposed at a location that defines the center region and each of shoulder regions of the tread surface, the first lateral grooves being in communication with the second circumferential groove, the blocks being defined by the first and second circumferential grooves and the first lateral grooves in the center

region of the tread surface and each having a diagonal pair of obtuse-angles corner portions and a diagonal pair of acute-angled corner portions.

5. (Original) A pneumatic tire according to claim 4, wherein each of the first circumferential grooves is composed of a plurality of circularly curved groove portions which extend in the tire circumferential direction, the groove portions being convex towards the tire centerline and connected to one another.

6. (Original) A pneumatic tire according to claim 5, wherein the first lateral grooves extend outwardly in the tire widthwise direction beyond the second circumferential groove from the connecting parts of the circularly curved groove portions.

7. (Currently amended) A pneumatic tire according to ~~any one of claims 4 to 6~~claim 4, wherein the starting positions a and b from which the groove wall surfaces make their inclination angles greater towards the obtuse-angled corner portion are located on the acute-angled corner portion sides from the central positions of the groove direction lengths of the groove wall surfaces.

8. (Original) A pneumatic tire according to claim 7, wherein a ridge line m between the top surface of each block and the groove wall surfaces connected thereto is in the form of a circular arc having a single curvature radius K.

9. (Currently amended) A pneumatic tire according to ~~any one of claims 4 to 8~~claim 4, wherein each of the shoulder regions has second lateral grooves disposed at predetermined intervals in the tire circumferential direction, the second lateral grooves extending outwardly in the tire widthwise direction from each first circumferential groove so as to incline towards the tire reverse rotation direction, blocks being defined by the second circumferential grooves and the second lateral grooves.

10. (Original) A pneumatic tire according to claim 9, wherein the second lateral grooves are displaced substantially one-half of the intervals from the first lateral grooves.

11. (Original) A pneumatic tire according to claim 10, wherein the second lateral grooves extend into the blocks in the center region.

12. (Currently amended) A pneumatic tire according to ~~any one of claims 1 to 11~~claim 1, wherein the tread surface has a third circumferential groove extending in the tire circumferential direction on the tire centerline, a rib being formed between the third circumferential groove and the first circumferential groove.

13. (Original) A pneumatic tire according to claim 12, wherein the third circumferential groove is greater in groove width than each first circumferential groove, and each second circumferential groove is smaller in groove width than each first circumferential groove.